

The Hongkong Telegraph.

ESTABLISHED 1881.

THIRTY DOLLARS
PER ANNUM.

Intimations.

**UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.**

10

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT,
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS,
HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION OF WORK.

SUPERINTENDENT.....THOS. SKINNER.
DODWELL CARLILL & Co., General Agents

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.

SAMPLE BOTTLES MAY BE HAD
FROM

L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.
Hongkong, 4th August, 1897. [443]

THE PHARMACY.
 HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE
 MANUFACTURERS OF
WHITE HEATHER BOUQUET.
 Sole Agents for VIN PASTEUR the great French Nerve Tonic.
 Also Sole Agents for the now well-known JAPANESE TABLE WATER.
TAN SAN.

23] FLETCHER & CO.
and
CARMICHAEL & CO..

MOUNT AUSTIN

HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.
ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.
For further Particulars apply to THE MANAGER

Hongkong, 27th July, 1895

W. BREWER & CO.

SPLENDID SELECTION OF
GENTLEMEN'S

one quality only "THE BEST."

SLIPPERS, COURT SHOES, DRESS SHOES,

Hongkong, 16th July, 1897. &c., &c., &c. [18


PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.
In cases of 1 doz. bot. \$24 per case.

Hongkong, 7th August, 1897.


SHEWAN, TOMES & Co.,
Agents.

126



CHAMPAGNE.

JUST LANDED.


"LANSON PERE ET FILS."
 AS SUPPLIED TO H.R.H. THE PRINCE OF WALES AND THE
 LEADING LONDON CLUBS.
 TELEPHONE—
 75.

Per case of 6 magnums ...	...	...	...	...	\$39
" 4 dozen quarts	...	...	...	...	\$37
" 2 dozen pints	...	...	...	...	\$40
" 4 dozen 8 pints	...	...	...	...	\$43

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS.

Hongkong, 21st August, 1867. 14

CARBOLINEUM-AVENARIUS | LEVY HERMANOS.

USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHENKLE & Co.
 Hongkong, 15th May, 1896. [33 41]

Quantity 10
 Quality B 12
 10, **QUEEN'S ROAD CENTRAL**
 Opposite the Telegraph Office.

Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the above Port on THURSDAY, the 2nd September, at 4 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 31st August, 1897. [1335]

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"
Captain G. Heurmann, will be despatched for the above Port on THURSDAY, the 2nd Sept., at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, 31st August 1897. [1317]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LYTIMBRO,"
Captain Bellio, will be despatched as above on FRIDAY, the 3rd September, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st August, 1897. [1335]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KURNAH, ADEN, SUEZ, MASSAWA, PORT SAID, BRINDISI, VENICE, TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AMERICAN PORTS.)

THE Company's Steamship.

"MEDUSA,"
Captain T. Lubovich, will be despatched as above on WEDNESDAY, the 8th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 31st August 1897. [1305]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR GENOA, LONDON AND LIVERPOOL VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"
Captain H. Willis Jones, will be despatched as above on or about the 21st September.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 31st August, 1897. [1310]

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacturers.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1379]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions there expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock, so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address: "Telegraph, Hongkong."

Intimation.

A. S. WATSON & CO. LIMITED.



BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below:

As these are all selected and bought first hand by our Lord in House we have very intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use).

B VINTAGE, superior quality, Red Capsule, 12.00 \$1.40

C FINE OLD VINTAGE, superior quality, Black Seal Capsule, 16.20 1.35

D VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40 1.70

SHERRY.

B SUPERIOR PALE DRY, dinner wine, Green Seal Capsule, 10.80 0.90

C MANSILLA, PALE NATURAL SHERRY, White Capsule, 12.00 1.00

CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule, 12.00 1.00

D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule, 14.40 1.30

E EXTRA SUPERIOR OLD PALE DRY, very fine quality, Black Seal Capsule (Old Bottled) 20.40 1.70

B, C, and D are excellent dinner wines or for invalids and delicate stomachs. D and E are after-dinner wines of a very superior vintage. All are true Nerves Wines.

CLARET.

B ST. ESTEPHE, Red Capsule, 6.90 7.30 0.60 0.35

C ST. JULIEN, Red Capsule, 9.00 9.60 0.75 0.40

D LA FOSSE, Red Capsule, 12.90 13.90 1.10 0.60

SAI TE FOY, 7.30 7.90 0.60 0.35

CUSCAG, 9.60 10.44 0.80 0.45

CHATEAU D'AN, 13.20 14.40 1.10 0.60

CHATEAU PAUT, 18.60 19.20 1.60 0.80

CHATEAU MOU, 21.00 22.20 1.80 0.90

CHATEAU D'ARMAL, 21.00 22.20 1.80 0.90

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BIRTHS.

On the 17th July, at the British Embassy, St. Petersburg, the wife of NICHOLAS ROBINSON, Esq. (H.M. Consul), of a daughter.

At the Western Hill, near Peking, on Wednesday, the 4th of August, 1897, Lady MACDONALD, of a daughter.

At the German Consulate, Poonchow, on the 20th August, the wife of G. SIEMSEN, of a son.

On Sunday, 22nd August, at Serangoon Road, Singapore, the wife of Capt. R. MORRIS, of a son.

MARRIAGES.

On the 24th July at St. Mary Abbot's Church, Kensington, by the Rev. Canon Acheson, M.A., assisted by the Rev. Miles Mason, M.A., G. F. H. ACHESON, of the Chinese Imperial Maritime Customs, younger son of the late John Ingfield Acheson, R.N., Deputy Inspector-General of Hospitals and Fleets, to LILIAN, youngest daughter of the late George Hemming Mason, A.R.A.

On the 18th July, Thomas Barton Evelyn, formerly of Shanghai (China) to Mild Evelyn (Nelly) Humphrey, only daughter of Major-General H. D. Slade.

At Nagasaki, on the 25th August, SAMUEL BARRETT, for many years a resident in Hongkong, aged 68.

At 82, Babbington Well Road, Shanghai, on the 24th August, WILLIAM RAPP, aged 51 years.

At 87, Babbington Well Road, Shanghai, on the 26th August, OLE OMUNDSEN, alias JAMES ROBINSON, Upper Yangtze pilot; aged 66 years.

DEATHS.

At Nagasaki, on the 25th August, SAMUEL BARRETT, for many years a resident in Hongkong, aged 68.

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The secretary of the Kowloon Wharf and Godown Company, Limited, was charged at the Magistrate's Court with obstructing Carter Road, Kowloon, with 14 trucks. Mr. Wodehouse fined him \$10 and said that the next time he would increase the fine.

With regard to the naval construction programme, Mr. Goschen, First Lord of the Admiralty, stated in the House of Commons on July 27th that it was proposed during the present financial year to commence the construction of four first-class battleships, one of which would be of similar type to the new ship *Canguet* (12,500 tons), while the others would be similar to the *Massila*, but with some improvements. The latter vessels would have a displacement of 14,000 tons, and a speed of eighteen knots. It was also intended to build a new Royal yacht, with a speed of twenty knots, at a cost of £150,000, and six gunboats of light draught for river service. It was further proposed to commence the construction of four powerful armoured cruisers, which would cost £700,000 each, and would have a speed of 19½ knots, which, however, might be increased to 21 knots. The Naval Estimates also included an expenditure of £100,000 for the purpose of accelerating the progress of the battleship *Vincennes*, which was recently laid down, £130,000 for dockyard labour, £40,000 for war material, and £60,000 for torpedo boat destroyers.

According to a Peking native despatch to the *N. C. Daily News*, although H. E. Li Hung-chang should, by right of seniority in rank, always excepting the Princes Kung and Ching, hold the chief directorship of affairs at the Tientsin Yamen, it is not so at all, and the old statesman actually is relegated to a back seat by his nephew, Prince Kung, as President, assumes the nominal leadership, but after him, and the one who actually is the director of the policy of the Foreign Office, is the Manchurian Assistant Grand Secretary Jung Lu, President of the Board of War and Commander of the Peking Gendarmerie. He is, moreover, an immense favourite of the Emperor, who greatly admires his really brilliant talents. Had it not been for this officer Li Hung-chang's name would have been more potent in the Council of the Tientsin Yamen. By the death of the late Li Hung-chang, the vacancy in the Grand Council will probably be filled by Jung Lu.

BRITISH CROWN COLONIES.

GOVERNMENT BY "OFFICIAL MAJORITIES"
LINKED UNDER "STAR CHAMBER"
PROCEEDINGS.

A remarkable evidence of the progress of British colonization during the latter portion of our Most Gracious Majesty's long reign is the establishment of the so-called "Crown" colonies—that is to say, Settlements in different parts of the world constituting but a small area of territory in themselves, yet having an extensive influence upon, and trade connection with, neighboring foreign territory. They are usually administered under a certain self-government by a local Council composed of the Governor of the Settlement, as President, and a certain number of the heads of leading Government departments, with a minority (as a rule) of unofficial members, partly elected and partly nominated by the Governor. The unofficial element brought into the Council represents, of course, a step towards a popular government, such as exists in the parent country, but beyond this the way to a completely satisfactory administration for the true welfare and progress of the Settlement is blocked by the fixed Government majority, in addition to the casting vote of the Governor. This majority is bound, on certain instructions from the Secretary of State at home, to force, with or without its individual approval, and in the face of a unanimous unofficial vote, any measures which the Imperial Government, regardless of any opposition or manifest destructive effects on the welfare of the Settlement, elects to impose. This arrangement, affording an opportunity for an irreparable abuse, has a disastrous effect, more particularly upon the private unofficial members, who know that their protest, based upon a thorough knowledge of the local situation, the capabilities and necessities of the Settlement in all its surroundings, opposed to the natural absence of such local knowledge on the part of the Home Government, will be unavailing.

The reference to this matter is made under an experience of the way the Crown Colony of the Straits Settlements was treated a few years back by the enforcement, through the Council, by means of the mechanical (not voluntary) majority of Government officials, of an execution of £100,000 for the Settlement's share in Imperial Service charges, with threats of a further increase in the same under a most adverse rate of exchange, aggravating the disastrous depletion of the resources of the Colony in its local currency. It is unnecessary here to go into the excesses of the Imperial Government and their refutation, the whole correspondence having long since been published and exhaustively dealt with by us; besides having been referred to in Parliament. The effects upon the Colony of the execution referred to was an immediate stoppage of very necessary public works sanctioned, and the prevention of any further plans for improvement, to be followed by a general forced rate for economy, cutting down, and abolitions—acts decidedly detrimental in practice and wrong in principle. The important departments of law and justice suffered most, considering that, elsewhere—this department is mostly overtaxed and already very short-handed.

Now, looking at the late justice due towards a State of settlement, the welfare of which is for ought to be paramount in the mind of the Imperial Government as opposed to its injury, could not something be done to make a still further progress in this beneficent reign towards that treatment of these colonies, and a abandonment of any such manifest medieval tyranny and injustice as is exercised by an enforcement against all protest, official and unofficial, by this mechanical majority, or "Star Chamber"? The Imperial Government should certainly have a control and veto, but not a "despotic" power, while every man, from the Governor to the junior official member of Council, should at all times be able to give his own unbiased opinion and vote upon all matters brought forward, without, in the case of officials, the slightest prejudice to themselves or officials. In this way there is no doubt that very official and unofficial members would feel the value and reality of their responsibility as guardians and promoters of the welfare of the Colony. Should the Imperial Government transmit the scheme of any measure, pertaining to the one of justice between itself and the Colony, the measure would have the same and willer consideration, and to the best of administrative management, the support of all members of Council. It is not possible to make any further progress in this direction, unless the Imperial Government, by the aid of its own members, should have the same and willer consideration, and to the best of administrative management, the support of all members of Council. It is not possible to make any further progress in this direction, unless the Imperial Government, by the aid of its own members, should have the same and willer consideration, and to the best of administrative management, the support of all members of Council.

THE FARMING OF THE LEKIN ON KEROSENE IN KWANGTUNG.

We are indebted to the courtesy of the Secretary of the Chamber of Commerce for the following copy of a letter received from the British Consul at Canton on the subject of the illegal farming of the Lekin on kerosene in the province of Kwangtung:—

BRITISH CONSUL TO CHAMBER OF COMMERCE,
H. B. M.'s Consulate,
Canton, 28th August, 1897.

SIR,—I beg to inform you, for the benefit of all who are interested in the trade, that some time ago the Head Lekin Office at Canton issued a proclamation notifying the public that all kerosene oil, before being forwarded into the interior, must pay thirty cents a case to the tax-farmers under the name of terminal tax; and warning all dealers that if any oil that had not paid this tax was found on country, whether under transit pass or not, the possessors would be prosecuted and made to pay the tax. I called the attention of His Excellency the Viceroy to this infringement of the transit pass regulations, and I have since received His Excellency's assurance that the Lekin Office's proclamation would be cancelled, and that kerosene oil conveyed into the interior under transit pass would not on arrival at its destination and after it was separated from the transit pass, be called upon to pay any tax other than was leviable on oil that had paid lek in *route*.

I am, Sir,
Your obedient servant,
BYRON B. KNAN,
Consul.

The Chairman, Chamber of Commerce, Hongkong.

RUSSIA AND CHINA.

With reference to the Russo-Chinese naval port in the peninsula of Shantung, the *Kotlin*, the "organ of the Russian Admiralty," publishes the following report:—Last winter the Russians made a survey of the Bay in question, and proposed to the Chinese Government that it should establish coal depots, barracks and wharves. At first the Chinese Government was indisposed to carry out the suggestion, but Russian diplomacy eventually succeeded in overcoming Chinese objections. As China has neither money nor engineers, Russia offered to have the work done at her own expense, on condition that she should enjoy equal rights at the Chinese new harbour now to be built as soon as possible. As the *Kotlin* observes, the harbour will be Chinese only in name; it will practically be in the hands of the Russians.

NEWS FROM THE NORTH.

(From our Special Correspondent.)

Tientsin, August 21st.
The downward trend of silver is beginning to make itself felt here as elsewhere, and in another month we shall be well into a readjustment of market prices, retail and wholesale, unless a more favourable change takes place. Of that there seems but little prospect, however, and the conviction is gradually gaining ground here that the silver standard is at the root of the evil. The more hopeful view is that in course of time matters will right themselves, and a general adjustment to the new order of things take place. But we feel as if we would rather adhere to the old order of things, when a tail was at least a tail in the ordinary transaction of business; whereas now we don't know what it is, though it promises soon to be about 7/6.

The New Loan for sixteen millions with the Hongkong Syndicate appears to be an actual fact at last, and the Syndicate's representatives are already on his way north to discuss the contract. We are all rather fogged at Shanghai by the appearance of the German representative, but everyone is so exceedingly glad on the subject that it is difficult to get the facts right. Of the fact of the loan, however, there seems little doubt this time. As to where the railway is to be made, if any, and the particulars of the security, all are kept profoundly secret at present. The Hongkong Bank has not, I hear, any finger in the pie.

The late telegrams respecting the alliance between Germany and Russia, followed by the French President's visit to St. Petersburg, have made rather a disagreeable impression here, and have tended to lessen the interest which all times exist in the part between British and German. Since traders from the Fatherland have multiplied, so have little local frictions, such as our small wares has really no space for, and this last movement on Germany's part would tend to make local Britons feel "better." By the way, considering that the bulk of the trade in British hands, and that British cargo is collected by German shippers, does it not strike you as being a rather unwarrantable display of loyalty in our German friends to send round their shipping expenses related in German? I think it is that way. I'm a Briton, and don't know a word of German, and don't intend to know a word of German, and I think that the correct British sentiment to air, isn't it? Anyway, it soon will be, if Germany is going to follow the tack she's now on.

Of the eight Belgian engineers mentioned in my last two, I believe, once more in Shanghai. Comte de Boregove, the Belgian Syndicate, No. 1 man, and Signor Ritzard, the No. 2 Engineer, have been busy in Peking and are now at Shanghai, the starting point for terminals, I should say, of the new line. Two are still in Peking and two here. There is very little to be learned about the undertaking at present, and for the moment attention is diverted to the "Hooky Man."

I have reason to believe that the Peking Anlier House is not certain to be floated after all. The brokers confidently state that it *is* to be, but as a matter of fact there is no doubt about it. Shares to the extent of 11,000 were taken up in Shanghai, 30,000 were taken up locally, 15,000 in Hongkong, and the ground which is to be paid for in shares, while the vendor will take up another 10,000. It is, however, absolutely necessary to have 30,000 more, before anything can be done, and that is just where the block comes in. The man they want to take them up does not care about it, so things are hanging fire.

An old Tientsin man, I see, been writing some hunting reminiscences of the "good old days." I don't know that they were such particularly good old days, however, except from the dollar point of view, and the more exclusively British element which was wont to be. Food, however, is all far and away better now, and the only advantage, thoroughly preserved perhaps in the memory of the "strangers" with a little peculiarity in Tientsin to regard any and all corners to a necessary embodiment of evil in appearance, and food abounding in the standing menu for their reception. We shall follow the westerner in this respect, though the most "kitchen-sink" of us would never be so bold as to repeat it rather as a rule.

TERRIBLE TALE OF THE SEA.

THE FOUNDERING OF THE "CHEANG HYE TENG" IN A TYPHOON.

The Shanghai papers received to-day contain lengthy reports of the foundering of the Straits-owned British steamer *Cheang Hye Teng*, brief particulars of which we received on the 25th by wire from Shanghai. The following are the details of the shocking catastrophe:—

On the arrival of the China Navigation Co.'s steamer *Peking* from Ningpo this morning (25th August) a terrible tale of the sea was told. The *Peking* brought the eleven men, consisting of the Eurasian named Collins, four Japanese, four Malays, and two Chinese, forming part of the crew of the British steamer *Cheang Hye Teng*, of Penang, which foundered at sea on the 10th inst. The eleven men had been brought into Ningpo by a Chinese junk which picked them up in an open boat at sea on the 17th instant. When rescued the survivors were in a terrible state of weakness and starvation having been drifting about in an open boat for 6 days under a blazing sun, without an ounce of food or a drop of water. They were battered from the fierce sun, and their faces and limbs were swollen, while they could scarcely crawl for sheer weakness. But by to-day they had recovered wonderfully and showed little signs of the horrible suffering which they had undergone. They attended at the British Consulate this morning and told a brief story of their experiences, and we have been able to glean the following particulars from the Malay survivors:—

The *Cheang Hye Teng* was an iron screw steamer of 913 tons, 170 feet long, 24 ft. beam, 12 ft. 6 in. draught, built in Kewlingham in 1873, registered as a British steamer in Penang in 1895, official No. 62,392, owner being Khoo Koh Pek of Penang, but we understand she was latterly owned by Messrs. Bin Lee & Co., Capt. Scott having a share in her as well. It would seem that she left Penang about three and a half months ago, and, calling at Singapore, Hongkong, Swatow, Amoy, Manila, proceeded to Yokohama, where Captain Scott, having discharged several of his crew, including the second mate and second and third engineers, intended to tell the vessel, but not getting a satisfactory offer, he engaged another complement of officers and crew, which made up 28 all told, and proceeded to Kobe, where he engaged Collins, who is one of the survivors. From thence the *Cheang Hye Teng* proceeded to Moll where she took in a cargo of coal, and seven Japanese passengers, four women and three men, and left Hongkong at about 8 a.m. on 5th inst. Everything went on well until about 10 a.m. on the 10th she was caught in the typhoon. Huge seas broke over her and swept her decks, deeply laden as she was, and to make matters worse the cargo shifted and gave her a heavy list to starboard. She became unmanageable and plied about helplessly in the trough of the sea, which was running mountains high. Then eventually the water got into her engine room and flooded the stockhold, putting the fires out. She was then absolutely helpless and was continually swept by huge waves. There were six life-boats on board, and Captain Scott gave orders that they should be filled with provisions, at the same time ordering all hands to take to their life-belts and to be in readiness. The wind was increasing in violence, and the huge seas, which kept continually pouring on the vessel, smashed and swept away four of the boats, including the two which contained the most provisions. About 4 o'clock in the afternoon the *Cheang Hye Teng* foundered.

CAPTAIN SCOTT SHOT HIMSELF IN THE HEAD WITH A REVOLVER SHORTLY BEFORE THIS. The action caused by the sudden sinking of the vessel drove down the 35 living mortals, as well as the body of Captain Scott, into the mighty deep, but the sea was so boisterous that it was impossible to tell how many rose to the surface again. Fortunately, the only two life-boats that were on the vessel did not sink, and the twelve men, who by some good luck got together after their never-to-be-forgotten immersion, managed to get one of the boats which was floating upon waves and after several attempts succeeded in turning her over. The water was then bailed out gradually, and they got into her. The names of the men who got into the boat are: Frank Collins, third engineer; Ibrahim, boatswain; Amst and Adam, fishermen; and Ali and Ahmed, sailors; two Chinese firemen; Okamoto, Iwasaki and Gonda, one of whom is a quartermaster; and Koda, a passenger. Three ears were picked up subsequently, but were not of much use as there were no towels, and there was a strong current running as well. Boatwain Ibrahim sat at the helm and allowed the boat to drift with the current, which was all he could do, whilst the others were lying helpless and fatigued in the boat. The next day Collins took the steering and as the boat was drifting along it was suddenly discovered that Ibrahim was missing, and it is surmised that he must have been washed overboard. Ibrahim is a brother of the man named Adam, one of the survivors. For five days the boat drifted, and the men were suffering from lack of food and water, but after the storm came the calm, and for two days, for the first time since the foundering of the ship, the three ears were used, they being tied up to the boat with the only available rope—a torn pair of pants—in the absence of rowlocks. At 9 o'clock the next morning, after being seven days out in the open sea, a Chinese junk was sighted bound for Ningpo, and these on board took the unfortunate men to the shore. On arrival at Ningpo the men were taken to the Customs as they were very much exhausted. The matter was then reported at the Customs station near the mouth of the Ningpo river, and the officer in charge sent the men on to the British Consulate where they were very courteously provided with necessities, the British Consul taking possession of the boat which carried the survivors for seven days in the open sea, together with the life-belt, and yesterday they were put on board the *Peking* and arrived here this morning. The British Consul at Ningpo provided each man with a native-made pair of slippers and straw hat—*China Gazette*.

MARINE COURT OF INQUIRY.
On the 27th instant an inquiry was held at the British Consulate at Shanghai into the circumstances of the loss of the *Cheang Hye Teng* while on a voyage from Moll to Hongkong. The Court was constituted as follows:—Lieut. Commander Chadwick, of H.M.S. *Rah*, President; Mr. G. D. Phipps, Vice-President, and Captain E. S. Tiltard, of the *Rosetta*, Assessors. Dr. Siencken, H.M.S. *Thetis*, Clerk of the Court. Frank Collins, third engineer of the *Cheang Hye Teng*, was called and sworn. He said: The *Cheang Hye Teng* left Moll at noon on the 6th August, and on the evening of the 8th it began to blow hard from what direction I do not know. On the 9th the cargo shifted and the ship took a list to starboard, and on the following day all hands were employed in trying to trim her. The weather became worse and worse. I was in the engine room from eight to twelve on the morning of the 10th, working the engine. The covers of the bunkers were washed away, and the bunker hatches were covered with canvas, but water still poured down into them. The first water got out and there were six feet of water in the engine room; the engines accordingly laid the anchor and closed it up. We went up on deck and washed ourselves and shoes that we had from the water, but that was all we could do.

As were all the boats but one. This was in the afternoon. The ship went down soon afterwards, and myself and ten of the men managed to cut away the boat from the deck, and got into her. I do not know the tonnage of the *Cheang Hye Teng*. (Lloyd's register produced and net tonnage found to be 913 and gross tonnage 1,430) There was no coal on the upper deck. I do not know what the steamer was drawing when we left port, but she was very deep. Our best speed was six knots an hour, and we were steaming at that rate. I know her speed from the second engineer, who told me. The engines stopped on the morning of the 10th, on account of the impossibility of getting up steam. The engines were stopped the day previous by order from the bridge. We first shipped water on the morning of the 9th, and the pumps were started at about eight. There were about two feet of water on the starboard side (on which the list was) of the engine-room when we started pumping. The bunker covers were made of iron.

By Captain Tiltard: The deck crew consisted of six hands, and there were three engineers and three Chinese in the engine room. When we tried to right the ship all hands were working at it. I lost sight of the captain one hour before the ship went down, in his cabin. There had been no trouble on board at all. I saw the captain's body in the lifeboat, and the Japanese say he shot himself in his berth, and they carried him to the lifeboat. The water got into the ship by the companion way near No. 3 hatch.

THE U.S. CONSULAR SERVICE.

It was believed that when the new (McKinley) Administration came in, a change for the better would follow in making Consular appointments. So much has been said about the absolute need of decided improvements in the Consular Service, and the commercial community expected so much in this direction that it was believed the time had come when this Service was to prove its real value to the country. But all has been disappointment. The new appointments have been about the same character as of old and President McKinley has not departed from the system which has obtained for years in the appointment of Consuls. There are, to be sure, some new rules in the Consular Service, concerning the fitness or merits of candidates and manhood has been made from time to time about reforms that will make the Consular Service more effective. But the President has apparently not allowed these features to influence him in his appointments. The fact of the matter is the Consular Service remains yet the prey of politicians and it is as it has been for so many years, a bureau of rewards and prizes for political workers. As long as this remains the case it is useless to expect that the Service will be of that good to our commerce that it should be. It is an instrument that can be made most effective, but only under entirely different conditions. There is not much good for merchants to work for reform in it until it has been taken entirely out of politics. When a Consul is appointed because he can perform his duties thoroughly and not because he has done excellent work in the political campaign, then will the United States Consular Service become of proper value to American commerce.—*New York Maritime Register*.

PROPOSED NAVAL DOCKYARD AT SINGAPORE.

"Mercury" writes to the *Pail Mail Gazette* as follows:—Singapore, from its salubrious and central position, has been looked upon with jealousy by all nations, and to this day has not been utilized as it should have been by our own naval authorities. It is not that there are not proposals to construct there a naval station, but that the adding another to Hongkong, which is virtually being closed by plague on two occasions and may soon be again, as it prevails near the shores of China, from whence its labourers and workmen come daily.

Mr. G. Schenck is admitted to be the right man in the right place, but unfortunately he cannot have voyaged to China or he would have seen the beautiful harbour of Singapore, in a region of calm, already fortified through, which vessels of all nations are passing daily, and have satisfied himself that it was the right position for our Eastern naval dockyard, and that there was no necessity for jeopardizing more "men and money" at Hongkong than is done now.

NETHERLANDS INDIA.

SUGAR PROSPECTS.
Sugar plantations in Java look more hopefully to the future, now that the United States Tariff includes a surcharge on that article imported from bounty countries. By the tariff provisions, sugar, privileged by premium, will come under the same treatment of bounty countries. Java planters now expect cane sugar to come under the same treatment as the American market. The Americans naturally hope to benefit their own sugar industry in this way. But the direct consequence, so the *Sourabaya Courant* thinks, will be that cheap beet sugar will be kept out, that the sugar duties will yield little, and that the Americans will have to use dearer cane sugar, Java planters rejoice at these feeble rays of hope through dense black clouds that danger threatens them on another side, from a disease which strikes at the roots of the canes in the field. The disease is so prevalent in East Java that planters can no longer have any more under suspicion. So widespread are the ravages that, in some districts, the sugar crops, this season, have largely disappointed expectations.

LEPROSY.

Dr. Albrecht, a medical expert on leprosy in Java, intends to leave Sourabaya for Berlin to attend the International Leprosy Congress, to be held there in October next. Dr. Albrecht is included among the specialists who had been invited to the assembly. The congress will deal with questions including the following points: The place which leprosy takes among infectious diseases; its pathology and histology; the characteristics of the disease; how food affects it, and what effect vaccination has on the spread of leprosy. The spread of leprosy, and also its history and geography will be investigated. Delegates from all civilized lands will attend the congress, the labours of which will be facilitated by an exhibition of articles interesting to leprosy experts. The object of the congress is to reach an international agreement for combating the disease.—*Strait Times*.

NOT AND A.

CALENDAR.

AUGUST.
Meteorological means based on ten years' observations to 1895.

Barometer 29.762
Thermometer 80.9
Humidity 85
Rainfall 11.89

N.B.—The Rainfall to 10 a.m. on 26th August amounted to 25.24 inches.

TO-DAY.

On date at On date at
Barometer 29.96 29.90
Thermometer 84 79
Humidity 76 82
Rainfall 0 0

TO-MORROW.

Thursday, 1st August, 1897.
Chinese—4th of 8th moon of 23rd year of Kwo-e-shi.
Jewish—3rd Elul, 5657.
Mohammedan—2nd Rabi' II, 1315.

Sun—Rises 5hr. 45min.
Sets 5hr. 17min.
High water—Morning 10hr. 17min.
Afternoon 11hr. 17min.
Low water—Morning 4hr. 17min.
Afternoon 4hr. 50min.

ANNIVERSARIES.

1848—Severe typhoon in the China Sea; much damage.
1881—Typhoon in China Sea; much damage.
1893—S.S. *Amigo* floated and towed into Kowloon Dock.
1894—Many Canton flower-boats destroyed by fire.
1896—Death of Prince Lobanoff.

TO-MORROW.
Wednesday, 1st September, 1897. (St. Giles.)
Chinese—5th of 8th moon of 23rd year of Kwo-e-shi.
Jewish—4th Elul, 5657.
Mohammedan—3rd Rabi' II, 1315.

Sun—Rises 5hr. 41min.
Sets 5hr. 16min.
High water—Morning 11hr. 6min.
Afternoon 11hr. 6min.
Low water—Morning 4hr. 53min.
Afternoon 4hr. 50min.

ANNIVERSARIES.

1848—Typhoon in Hongkong; 13 vessels wrecked or damaged.
1854—Petropoli, formerly bombarded by the French and British.
1870—Mr. Viceroy of Nanking, died of wounds inflicted by an assassin.
1875—The first Chinese-built ironclad launched at Kiangnan Arsenal.
1890—Foundations stone of Gap Rock Light-house laid.
1896—Rebellion reported in the Philippines and a British gunboat telegraphed for by the British Consul.

MEMORANDA.

TO-MORROW, 1st September.
Indian mail due.
To 4.45 a.m.—Canadian mail closer.
11 a.m.—French mail closer.
Noon.—*Empress of India* sails for Vancouver.
Noon.—*Salade* leaves for Europe via usual ports of call.
9 p.m.—Meeting of Zealand Lodge.
THURSDAY, 2nd September.
11 a.m.—American mail closer.
Noon.—*Doric* sails for San Francisco.
FRIDAY, 3rd September.
An. train mail due.
4 p.m.—V. R. C. Aquatic Sports.
SATURDAY, 4th September.
4 p.m.—V. R. C. Aquatic Sports.
SUNDAY, 5th September.
English mail due.

SHIPPING AND MAIL NEWS.

MAILS DUE:
Indian (*Catherine Ahear*) to-morrow.
Australian (*Menmuir*) 3rd prox.
American (*Hanna*) 4th prox.
English (*Ravena*) 5th prox.
Australian (*Tethys*) 6th prox.
American (*Belgic*) 8th prox.
Canadian (*Empress of Japan*) 15th prox.
American (*Frederic*) 22nd prox.
German (*Capitol*) 1st October.
Canadian (*Empress of China*) 5th October.
German (*Sachsen*) 21st October.

THE P. & O. steamer *Sumatra* left Singapore for this port at noon to-day.

THE N. P. S. S. Co.'s steamer *Columbia* arrived at Tacoma from Yokohama on the 28th inst.

THE P. & O. Co.'s steamship *Ravena* with the outward English mails, left Singapore for this port at 6 a.m. to-day, and is expected here on the 5th prox. at about 6 a.m.

SHIPPING RETURNS.

From 8 p.m. yesterday to 6 p.m. to-day.
ARRIVALS.
Kinsale from Shimoda
de la Pile from Saigon
Yarra from Saigon
Zafra from Saigon
Woolan from Saigon
Choying from Swatow
Namoa from Swatow
Lourel Branch from Cardiff
Kwongning from Canton

DEPARTURES.
Franklin for Shanghai
Elia for Haiphong
Haitan for Pakhoi
Yarra for Shanghai
Kutian for Celestia
Tatung for Shanghai
Danli for Saigon
Pronto for Newchwang
Hroshima Maru for Bombay
Aggregating, 13,604 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
City of Rio from Kowloon Dock.
Peking from Kowloon Dock.
West York from Cosmopolitana

ARRIVALS. from Agents.
Aug. 27 *Haidou* Hongkong, J. M. & Co.
27 *Kiangshing* Hongkong, Tang Kee
27 *Kiangnan* Chikiang, Tung Kee
27 *Wooing* Cheloo, B. & S.
28 *Haitan* Hongkong, J. M. & Co.
28 *Rang* Amoy, J. M. & Co.
28 *Irene* Shanghai, C. M. S. N. Co.
29 *Namoa* Amoy, J. M. & Co.
29 *Yarra* Cheloo, B. & S.
29 *Slagun* Cheloo, B. & S.
Departs: for Agents.
Aug. 30 *Choying* Shanghai, J. M. & Co.
30 *Franklin* Hongkong, J. M. & Co.
30 *Cheloo* Hongkong, B. & S.
30 *Franklin* Hongkong, B. & S.

THE EURKA AND QUREN MINES.

Messrs. John D. Humphreys and Son, the General Managers, have received the following telegram, which has reference to the Eureka mine at the 220 foot level:—"Estimated the width of the reef is five feet; has the appearance of good body of ore."

The following reports were received by the *Sagamit* from yesterday:—

NEW BALMORAL GOLD MINING CO., LIMITED.
Mount Macdonald, 6th August, 1897.
Queen Mine—Fair progress is being made by the contractors for sinking the main shaft; they have now sunk a total of 81 feet, leaving 18 feet to complete their contract. The ground is fairly good, continuing dry, and unless a decided change takes place, we advise that the sinking be continued after completion of the contract.

Balmoral Mine—The laborers on G. L. 1 are now raising stone, which will be crushed next week, when its value will be proved. The stone raised shows gold.
We have started two men on G. L. 6, known locally as the "True Blue," and have commenced to drive a tunnel to get under some old workings where formerly good gold was obtained, but owing to a heavy inflow of water they were abandoned. By tunneling, this difficulty will be overcome, and there is every probability that we may meet with good shows.

p. pro. JOHN D. HUMPHREYS & SON.
C. J. WILLMOTT.

OLIVERS FRANKLIN MINES, LIMITED.

Mount Macdonald, 6th August, 1897.
Eureka Mine.—Since reporting on the 23rd ult. work in the various portions of the mine has been going on most satisfactorily, and the various prospects are most encouraging. At the 200 feet level the drive north and south on the reef are being pushed ahead. The north drive now totals 125 feet in reef to foot wide and showing gold. The south drive totals 85 feet, with reef 5 feet wide and showing gold. At the 150 feet level the drive north on the reef is in 95 feet and a decided improvement has taken place here, the reef having widened out to 2½ feet, and shows gold throughout. Driving south at this level will be resumed in a few days. As stated in a previous report, we are at present doing a lot of preparatory and developing work, raising additional stone to keep the old battery constantly going, and getting ready to largely increase the output as soon as the new battery is ready. The main shaft has been sunk a total of 38 feet below the 200 foot level, and timbered 35 feet. Nice country is coming in on the east side of shaft (the side in which we will strike the reef) and we expect to strike reef in the ensuing fortnight. The air and mollock shaft has been sunk a total of 95 feet. We have good bodies of old workings, and are sinking on reef, which is over 2 feet wide and shows gold. We have had two men prospecting on G. L. 35 and a mining team at adjoining. We have now started them to enlarge and repair the underlay shaft on G. L. 105, recently acquired. The shaft is sunk on the reef which is from 2 to 3 feet wide between two splendid walls and averages about 1½ per ton. As soon as the repairs are completed we will start sinking with a view to proving the reef at a greater depth. The present depth is 35 feet. Olivers Bank is being kept constantly going on Eureka stone, but as you are aware from our past condition the quality we are able to put through is far from satisfactory. This, however, will soon be remedied. The extra Watson and Denny pans have been erected and the small engine to drive the four pans is in course of erection. Everything is being got ready for the removal of the old battery and the erection of the new one on its arrival.
p. pro. JOHN D. HUMPHREYS & SON.
C. J. WILLMOTT.

HOTELS.

WINDSOR HOTEL, HONGKONG.
THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevators from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BORN,
Proprietor & Manager.
Hansberr, 2nd April, 1902.

PEAK HOTEL.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.
For further particulars, apply to
THE MANAGER,
Peak Hotel, Victoria, Hongkong.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.
Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.
The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the best supplied in the Peak Hotel.
In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.
PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.
ICE CREAM

Intimations.

CAN'T STOP IT!
A TIDAL WAVE OF POPULARITY.THE
BESTMOST
WHOLE SOME

BEER.

WATKINS & CO., Sole Agents for Hongkong.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPYRINE-CAFFEINE-CITRATE)
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers—
FARMWERKE VORH. MEYER, LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

Sole Manufacturers—
FARMWERKE VORH. MEYER, LUCIUS & BRUNING, HOECHST O. M.

Notice of Firms.

NOTICE.

THE GREAT EASTERN & CALEDONIAN GOLD MINING CO., LIMITED.

THE GENERAL AGENCY of this Company has this Day been transferred to Messrs. LUTGENS, EINSTMAN & Co., successors in Business of Messrs. SCHEELE & Co.
R. CHATTERTON WILCOX, Chairman.
Hongkong, 25th August, 1897.

NOTICE.

WE have this Day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS.
Mr. G. ATZENROTH will sign the firm, and Mr. L. LAMBOTTE has been authorized to sign per procuration.
LUTGENS, EINSTMAN & Co.
Hongkong, 25th August, 1897.

NOTICE.

THE Undersigned have agreed to liquidate the firm hitherto existing under the style of

SCHEELE & Co. and have nominated Mr. GUSTAV ATZENROTH of Hongkong, and Mr. RICHARD ABBESSER of Hamburg, to act as liquidators, either of whom is authorized to sign SCHEELE & Co. in liquidation, adding his name.
ALFRED SCHEELE, RICHARD ABBESSER, GUSTAV ATZENROTH.
Hongkong, 25th August, 1897.

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godown at the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon.
No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st August will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 2nd September and TUESDAY, the 7th September, at 9.30 A.M.
All claims must reach us before the 6th September, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 25th August, 1897.

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"
Captain Thomson, will be despatched as above on or about 10th September.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 30th August, 1897.

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN,"
will be despatched as above, about 15th Sept.
For Freight, apply to MELCHERS & Co., Agents.
Hongkong, 17th August, 1897.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.MONTHLY SERVICE.
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SAGAMI MARU,"
Captain E. W. Haworth, will be despatched for the above Ports TO-MORROW, the 1st Sept., at Noon.
For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, 31st August, 1897.

NAVIGAZIONE GENERALE ITALIANA,
(FLORENCE & RUBATINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALTAIO.
Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.
THE Steamship

"LETIMERO,"
Captain Belitto, will be despatched as above TO-MORROW, the 1st September, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 27th August, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above Ports on THURSDAY, the 2nd September, at Noon.
For Freight or Passage, apply to DOUGLAS STEAMSHIP CO., General Managers.
Hongkong, 30th August, 1897.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above on FRIDAY, the 3rd Sept., at Noon.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th August, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHET, ADEN, SUEZ, MASSOWA, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, AND SOUTH AFRICAN PORTS.)
THE Company's Steamship

"MARIA VALERIE,"
Captain S. Levi, will be despatched as above on TUESDAY, the 7th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 30th August, 1897.

THE CHINA-MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR GENOA AND LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"NINGHOW,"
Captain H. Willis Jones, will be despatched as above on or about the 31st September.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 30th August, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 ft British Ship

"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.
THE 100 ft British Ship

"HEATHBANK,"
McKerchie, Master, shortly expected, will load here for the above Port, and will have quick despatch.
SHEWAN, TOMES & Co., Agents.
Hongkong, 17th June, 1897.

FOR BALTIMORE.
THE 3 1/2 L. I. American Ship

"ISAAC REED,"
Captain Waldo, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 26th August, 1897.

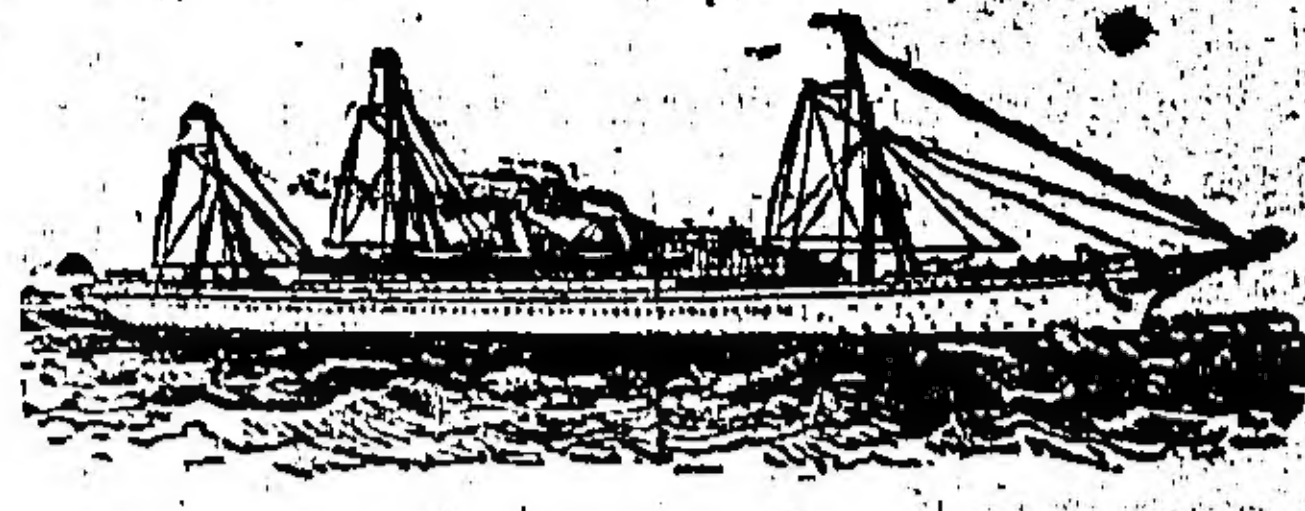
FOR PORTLAND, OREGON.
THE French Barque

"DUGUESCLIN,"
Daly, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 26th August, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND KOREA, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 20 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 1st September.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 1st September.
EMPEROR OF CHINA...Comdr. H. Fyfe, R.N.R. WEDNESDAY, 1st September.

THE magnificent Twin-screw Steamships of this Line pass through the fastest INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
P.O. Box 100.

Hongkong, 11th August, 1897.

OCCIDENTAL & ORIENTAL
TAL STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doi (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 2nd Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Sept., at Noon.

Cette (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 9th Oct., at Noon.

THE Company's Steamship
"DORIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 2nd Sept., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Passage Packages should be marked to address in full, and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 5th July, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S PATENT GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP-REPAIRS AND RE-BOILERING
ALWAYS IN STOCK.
HONGKONG & SHANGHAI.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th August, 1897.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 11th Sept., at Noon.

Papa (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 30th Sept., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 19th Oct., at Noon.

THE U. S. Mail Steamship
"CHINA"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on SATURDAY, the 11th Sept., 1897, at Noon, taking Passengers and Freight for Japan, the United States, & Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of 25 per cent. of the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO AND CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued in connection to Yokohama and other Japan Ports to San Francisco, to Atlantic and United States Ports, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th August, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

THE
"ECLAIR"
SAINT-ANTOINE
PHARMACY
10, RUE DE LA PAIX, PARIS.

THE
"ECLAIR"
SAINT-ANTOINE
PHARMACY
10, RUE DE LA PAIX, PARIS.

THE
"ECLAIR"
SAINT-ANTOINE
PHARMACY
10, RUE DE LA PAIX, PARIS.

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PHARMACY
10, RUE DE LA PAIX, PARIS.

THE
"ECLAIR"
SAINT-ANTOINE
PHARMACY
10, RUE DE LA PAIX, PARIS.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to Kinkor.

HONGKONG TO LONDON 247.
Excellent accommodation. First-class Table, Doctor and Stewards' cabins.

HONGKONG TO NEW YORK 241.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKIES and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, etc. Passengers in Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO YACOMA 242.
Rates of Passage in other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUSPECT TO ALTERNATION)

Victoria..... 1107 Tuesday..... 1 Sept. 7.
Olympic..... 1508 Tuesday..... 1 Sept. 7.
Columbia..... 2505 Tuesday..... 1 Oct. 19.
Tacoma..... 2506 Tuesday..... 1 Nov. 6.
Victoria..... 2507 Tuesday..... 1 Nov. 30.
Olympic..... 2508 Tuesday..... 1 Dec. 31.

THE Steamship
"VICTORIA,"
Captain J. Patten, R.N.R., sailing at Noon, on TUESDAY, the 7th September, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE AND YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Passengers must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th August, 1897.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, LONDON AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)
THE Steamship

"ROSETTA,"
Captain F. N. Thill, carrying 4000 Tons, will be despatched from this office BOMBAY, on THURSDAY, the 3rd September, taking Passengers and Cargo for the above Ports. This steamer commences at Bombay with the S.S. "Orizaba," leaving that Port on the 10th September for London.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

Passengers will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to send the terms and conditions of the Company's Bill of Lading.

For further Particulars apply to

E. A. RITCHIE,
Superintendent.
Hongkong, 27th August, 1897.

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, HARTFORD, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LONDON, BREMEN AND LONDON.

Passengers can be taken on through bills of lading for the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to Kinkor.

Passengers must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage and Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th August, 1897.

THE PENINSULAR AND